BODIES IN B.R. T. TUNNEL; TAKING DEAD GIRL FROM WRECK

is left of the shattered wooden cars, and to consider the evidence that the

company placed the train in incompetent hands.

It is understood, too, that the Grand Jury will investigate the report that the accident was due at least indirectly to the company's attitude which led to the calling of a strike of motormen yesterday. The strike was called because the company had declined to act on the recommendation of the Federal War Labor Board for the reinstatement of twenty-nine discharged employes. The strike was called off at 1.45 A. M. to-day when the company gave in to the strikers.

The train, of which Lewis was in charge, left Park Row at 6.18 o'clock, It was made up of five cars, the first and last of them motor cars. All were of wood and none was less than twenty-five years old, according to District Attorney Lewis.

Every car was loaded to the platforms. There was an average of at least eighty passengers to each, and while it can never be known just how many were aboard, the number may have been nearer 450 than 490. The dead and injured account for 300 of these.

Mayor Hylan joined those who questioned Lewis after his arrest, which did not come until after District Attorney Lewis demanded of George D. Yeomans, chief counsel for the B. R. T., that he be produced. Until that time Lewis had been missing, and he was not turned over to Detectives William Conroy and James McCarthy until after Mr. Yeomans had been in telephone communication with his claim agent.

STEEP GRADE, SPEED WARNING.

At what is known as Consumers' Park station, the first before Prospect Park station, bound south, a steep grade begins on the Brighton Beach line. This grade continues to within a short distance of the mouth of the tunnel at Malbone Street. There the tracks run level again, and at this point on a sharp curve into the tunnel a sign is posted for the guidance of motormen:

"SIX MILES PER HOUR."

This sign is on the right hand, or motorman's, side of the track. It is said by regular travelers on the line to be plainly visible by day, but to he without lights by night, so that unless a motorman knew it was there he would probably pass it without knowing it.

Neither was there a reduction of speed to six miles an hour, nor a reduction to any degree. Those who came out of the tunnel alive were of the belief that the train was going down the grade from Consumers' Park at least forty miles an hour. Lewis's admission that it was going thirty seemed last night to the authorities to make the opinion of the passengers

The tunnel beneath Malbone Street is double. One section carries two tracks; the other, one. It was in this single-track tunnel that the wreck occurred. This tunnel, futhermore, bears sharply off to the right in a curve a short distance in. It was at the beginning of this curve that the derailment took place.

This threw the train on a tangent against the partition wall, which was of reinforced concrete, the steel reinforcements jutting out from the walls and from the roof two or three inches.

As a result of all this, only two of the cars escaped practically complete demolition. The first was one of these, curiously enough, and the last one was the other. One reason for the way they stood up may be found in the fact that they were motor cars, and therefore of heavier

The second car was reduced to a heap of splinters and twisted metal. The fourth was likewise. Of the third car there was hardly enough left to show what it had been. It had been caught in the very centre of the impact, naturally, and the force that was directed against it was evidenced by the fact that it was carried entirely away from its trucks.

RESCUE WORK IS PROMPT.

Really extraordinary official service attended the wreck. A fire alarm was sent in at 6.44, two minutes after the time established for the derailment. This brought Deputy Chiefs O'Hara and Langford, Police Inspectors Murphy and Formosa, Capt. Kelly of the 82d Precinct, and a complement of men that included both auxiliary firemen and police reserves.

All available ambulances were called from the hospitals of the borough; ambulances of the Motor Corps of America were quickly on the scene, and patrol wagons supplemented the fleet until the living and the dead alike were moved away without delay.

Conditions that have never been equalled in this city attended the work of rescue. To get the bodies of the dead out it was necessary to place fire ladders from the coping of the viaduct to the tracks below. To carry the dead up these ladders it was necessary to place the bodies in tarpaulins laced together.

Scenes that were more harrowing hedged about the workers in the tunnel. Among the very first to go there were Mgr. John T. Woods, rector of HOLMES, GEORGE W., No. 061 Westmineto Holy Cross Roman Catholic Church, and the Rev. Frank Coppinger, his assistant. They administered the rites of extreme unction to no fewer forty persons, and to most of these at once.

Rosd. Rosd. Rosd. Rosd. Lillian, No. 713 Avenue U. Earnet. No. 2130 Bedford Avenue. Lee, FRIEDA, No. 614 W. 14th Street, Man-

The first forty of the dead to be removed were found on the tracks KNNIE HENJAMIN No. 79 Haven Avenue. LEE HARRY A., No. 871 Utica Avenue. the rear of the fifth car. Evidently the car had not touched them and JACKOWICZ. SOPHIE, estimate. No. 4301 LERNER, NATHAN, No. 1114 E. 7th Street. the rear of the fifth car. Evidently the car had not touched them and the police and firemen were mystified as to how the bodies got there. Some were without arms, some without legs and the clothing had been torn from many, hats, dresses, coats, overcoats and men's coats being found fully fifty feet away.

STATE AND A STATE OF THE STATE Warning to Women

BEWARE of women canvassers described in the fol-lowing letter from a resident of Dobbs Ferry. They are unknown to us and do not represent us in any way.

> "James McCutcheon & Company Fifth Avenue & 34th St., New York.

Fearing that the matter may not yet have been brought to your attention, I deem it worth while to advise you that during Monday and Tuesday of this week three women, calling them-selves McKenzie, visited Dobbs Ferry and sold at fabulous prices machine made laces of designs that I am advised are out of date, upon the statement that they had recently brought them over from Great Britain; that they were selling the laces in order to obtain money to pay the duty on the contents of five trunks of flax and that they were under contract with your firm, as soon as they obtained delivery of the flax, to make hand made laces therefrom for you, and advised their lady victims that if at any time they wanted to match the laces they could come to your house and do so.

I am satisfied that it was largely on account of their statement that they were to be employed by your firm that they succeeded in

I have thought that probably you might sufficiently interested to take steps to prohibit the misuse of your firm name and to give such notice as will prevent at least your own cus-tomers from being thus victimized."

A number of our customers, in both the city and suburbs, have made similar complaints, therefore we would greatly appreciate any information that would enable us to locate these women so that we can take legal action against them.

ter transfer and the transfer to the transfer

James McCutcheon & Co. Fifth Ave., 34th and 33d Streets

Telephone: Murray Hill 5500





Dead Piled Beside Wrecked Train in Tunnel

"Along the west side of the tunnel runs a ledge a few feet wide and possibly five feet high. On this ledge were strung many of the dead that had been dug out of the wreck, but to whom nobody had time to give any further attention." - From Reporter Frank J. Webb's graphic account of what he saw in the tunnel of death, as told on page 5.

BOCHICHO, LOUIS, No. 254 Prospect Road

BOON, MARTIN, No. 635 Plathush Avenue, BRENNAN, MARGARET, No. 1911 Homecre

CLEARY, MARY, No. 327 Parkytle avenue,

DOWD, MADELINE, No. 2527 East 16th Str.

IRWIN, IRENE, No. 149 Lefterts Avenue; frac-

JULY, PRANK, No. 643 Eastern Parkway.

LOWRY NELLIE, No. 1782 Shore Road,

M'GARRY, JOHN. No. 120 Avenue C. MANDER WALTER, No. 840 Platfurt Avenue

BRIEN, LARRY, No. 1214 East 10th Street.

O'PRIEN, WILLIAM W., No. 2614 Kemmore Place

PITTS, FRANK G., No. 533 East 16th Street, ROCHE, MARIE, No. 2647 East 18th Street, ROTH, MARGARET, No. 2847 East 18th Street,

SCHUBERT, ARTHUR, No. 100 Webster Avenue, SENCO, ABRAHAM, No. 524 Platbush Avenue, SEYMAN, HARVEY T., No. 104 Woodruff Avenue,

SOLOMON, EDITH, No. 824 Avenue T. STODIE, THE REV. JAMES, Shoepshoad Bay, SULLIVAN, LORETTA, No. 837 East 15th htreet

WEINBURG, MORRIS, No. 92 Westerlawn Are

VISSUER, WILLIAM R., No. 1050 East 10th Street

NIDENTIFIED WOMAN about twenty years old, five feet seven inches tall and weighing 170

pounds, wearing a dark dress, tirce finger ring and a gold cross pin; fractured skull.

NEGRO HERO FROM FRANCE

IS IDOL IN UPPER 7TH AVE

Needham Roberts, Who Was Henry

Johnson Routed 20 Germans,

Is Being Feasted.

Henry Johnson, both colored, of the

ibth Regiment, Col. Haywood com-

manding, killed or captured twenty

Germans single-handed with bayo-

nets and trench knives, is the idol of

the hour in the upper reaches of

Roberts was sent home wounded

ospital at Lakewood. He addressed

a meeting of negroes at Lafayette

tue, last night, and is scheduled to

speak at a big meeting in Carnegie

going to give him a dinner.

Hall to-night. On Monday night the

and up to a few days ago was in a

Seventh Avenue.

Croix de Guerre.

Private Needham Roberts, who with

MITH, JOHN W., No. 255 East 5th Street.

TORTOLNE, LILLIAN, No. 4 Newbirk Avenue.

WALL, RICHARD, No. 1809 Beverly Boad, WALSH, JOHN, No. 1965 East 9th Street.

GANNON, EDITH, No. 824 Avenue P.

DAVIS, FRANK, No. 102 Norman Stree

Manhattan

mes Brooklyn unless etherwise specified.) BAIRD, MARION, No. 2542 East 15th Street AMREIN, ADA P., no address.

ARENA, GHARLES A., No. 186 Lefferts Ave. BARNESDALE, BERTHA, No. 3122 Mermaid BARCHING, EUGENE EDWARD SNIDER, BARNET, MRS. JOHN, No. 1589 Mast

No. 42 Henry Street, BARCINO, EUGENE, No. 42 Henry Street, BERKOWITZ, HERMAN, No. 2823 West end Street, Coney Island, BROECH, BEN, No. 11 Caldwell Avenue, BRUNSWICK, DAVID, No. 847 East 19th

BOGAN, EDWIN D., 97 Kenmore Place. CLEARY, MARGARET, 518 Parkville Avenue. CCOPER, MARGARET, Detroit, Mich.

CONYON, LOUIS, twenty-three years, No. 418

COLUMBIA, ROSE, No. 1935 East 9th Street,
COAVID, FRANK, No. 102 Norman Street,
CAVID, FRANK, No. 102 Norman Street, 10th DENCKMAN, VERA, No. 170 Eldridge Street

Street, Manhattan, Manhattan, PLAHER, JAMES P., No. 207 East 38th DENRIN, KIRK, No. 574 West 175th Street,

GARDNER, MRS. MARION E., fifty-seven, No. 347 Lincoln Road.

GILBERT, MICHAEL, No. 1510 East 18th GODDARD, HERBERT, No. 234 Lefferts Ave-

Street.

GILPEATHER, THOMAS F., No. 388 East GORDON, MRS., No. 1505 Neck Road.

GILPEATHER, THOMAS F. No. 388 East GOIDON, MRS. No. 1506 Neck Road.
GUIDA. NICHOLAS. No. 1506 Neck Road.
GUIDA. NICHOLAS.

KIRSCHOFF, CLAIRE, 817 15th Street. LARSON, HENRY A., No. 713 Avenue N. LEE PRED W., No. 212 South Oxford Street, MARTENS, LAWRENCE, No. 1801 Avenue LOMBARD, RECKLY L. No. 2774 TM Street, MINSTEUR, JOSEPH, No. 1023 Caswell Ave-LONERING, FRANK J., No. 1825 East 5th mee.

mic. Milliam, No. 568 E. 15th Street Street, MILLER, WILLIAM, No. 1008 E. 18th Street, MITCHELL, MATHILDA, No. 2036 E. 18th MITCHELL, MATHILDA, No. 2036 E. 18th Street, LORRING, FREDERICK J., No. 1225 East MULE ERNEST, No. 2121 E. 13th Street,

Sth Street.

M'COUMICE, MISS GRACE, No. 1404 Cortelpou Road.

MULLER, ELIZABETH, No. 194 ISth Street.

MURLER, FRANK, No. 1927 Homserest Arm

MUSEN, FRANK, No. 402 Ocean Avenue. you Road, METEGER, MIRA, 876 East 14th Street.

MEADE, HELEN, twenty-two years, No. 248 Extern Parkmay, MUNN, PEGGLE, forty-one years, No. 25 Rughy

NOMILLAN, GARNET: no address.
MAIER, JOSEPH A., No. 204 Midwood Street.
MALAMAND, AIRRAHAM, No. 602 East 16th IALANEY, LILLIAN, No. 176 Lefferts Aremie MINTAU, PRED. No. 319 East 18th Street. MURPHY, MISS GRACE, No. 1927 Homecres

Avenue. NAGEL, RICHARD, No. 2126 East Fourth PAYNE, RAYMOND, No. 1212 Avenue H. PEMBROCK, PLOYD, No. 1419 Avenue G.

PHORN. MAE. No. 9 Sparce Street.
PREST, WILLIAM, No. 244 Lefferts Avenue.
PIERICE, CATHERINE, No. 1611 Comm. Ave. COLUMN EDWARD, son of Edward Porter, Superintendent of the Classible of Cominges Building, Brooklyn.

ALMEDO, ALEXANDER, No. 439 Kart 190. POLSE, GENARO, No. 2630 East 16th Street PHOUT, GROVER T., No. 275 Ocean Avenue, RENA, CHARLES A., No. 186 Lefferte Avenue, ROTHE, SAMUEL C., No. 311 East 18th Street, RUBEN, M. H., No. 675 Flatisum Avenu BYAN, MICHAEL, No. 2163 Nonrand Armon. SCHAEPER, HARGLD, No. 2004 Parragut

CHEIDER, FORAN, No. 420 Corteiron Road, SCHEDER FOHAN, No. 420 Coveryon Road, SCHEDVIT, MRS. SIDNEY, — West 26th Street, Coney Inland, SOUDEP, ETHEL, Avenue S and Kings Highway, STEIN, ADULUH, No. 141 Central Avenue, Possaic, N. J. STEVENS, W. E., No. 150 Nassau Street, Man-

19th Street, THORN, C. C., No. 2023 Caton Avenue, THORN, C. C., No. 2023 Caton Avenue, PILLPINGTON, MISS, No. 214 Webster Avenue, TOLVE, GENARO, No. 2429 East 14th Burset, TOWNSON, RACHEL, No. 1716 Caton Avenue, TOWNSON, T. G., No. 1716 Caton Avenue, TANNIE, BENJAMIN, No. 79 Haven Avenue, VANCINZO, LOUIS, No. 483 Gravasend Avenue, VINCENZO, JOHN A., No. 497 Gravescof WALKER, MARION, No. 1670 East 10th Street

FALMEDO, ALEXANDER E., No. 43 East

WESD, H. W.; no address. WEINTER, MORRIS; no address. MISSING.

(Believed by relatives to have been on the wrecked train.) BORDEN, HELEN, twenty-four rea Ocean Avenue, Brooklyn, LOVE, BESSIE, swenty

VICTIMS OF B. R. T. TRAIN WRECK WOODEN CARS 25 YEARS OLD MADE UP TRAIN, SAYS LEWIS

Crowded to the Gates, Also in Violation to Law, Declares District Attorney.

CAMPO, ABRAHAM, No. 524 Flatbush Avenue CARCIOLO, JOSEPH R., No. 1979 69th Street, CLASIA, ROSE, No. 1915 East 9th Street,

gave out this statement:

"The accident undoubtedly was due to the recklesness of the motorman.

He was incompetent, and his incompetency must have been known by the present a present a

session, the motorman was running a more thorough investigation at the the train at a highly excessive rate of speed around the curve and disof speed around the curve and dis-regarded the signal, when the first car jumped the track, and the second, third and fourth cars buckled and

third and fourth cars buckled and smashed, causing the deaths of at least 85 persons, while scores were injured, many of whom will die, and others be crippled for life.

"I have learned that the 5 cars used on the train were old style wooden cars. They were at least twenty-five years old. They were coaches, and only the first and last were supplied with motors. There was not a steel bodied car in the entire make up of the train.

"Again, the law was violated by crowding and cramming these five cars with passengers. They were packed to the gates. There

were packed to the gates. There were a number of people standing

District Attorney Harry E. Lewis on the platforms, because they of Kings County, following his first "I have learned that this was the investigation of the accident and the arrest of the motorman and guard I have not been able to learn whether

verge of collapse.

church service.

dazed he looked.

again and said:

it out."

got out of that tunnel.

B. R. T. OFFERS TO PAY

HOSPITAL AND FUNERAL

Col. Williams Tells Borough Presi-

dent Riegelmann to Draw on

Company for Necessary Funds.

nformed that the families of some

of the unfortunate victims of last

night's accident are without the nec-

essary funds to arrange for burials,

that some of the injured may not be

able to pay for the proper medical

treatment and that you have pro-

posed raising a fund for such pur-

"I desire to say to you, on behalf

of the Brooklyn Rapid Transit Com-

pany, that you may draw on us for

any amount so required. Please con-

without regard to any claims any of

the injured or their families may

have by reason of the above accident.

"T. S. WILLIAMS.

"President of the Brooklyn Rapid Transit Company."

Mr. Riegelmann announced that he would suggest to Mayor Hylan this afternoon that a public funeral be held for all the dead.

Campaign Parade Is Postponed.

harities, announced that the Demo-

RELIGIOUS NOTICES.

EXPENSES OF VICTIMS

officials of the road who directed him give an explanation of Lewis running the train."

"From the information in my pos-

"From a more thorough examination of the wreck I find that the sec-ond and third cars were the worst damased and that the greater part of the death list is from these cars. Both these cars struck the tunnel

well and they were ripped wide open.
"I have not changed my opinion that
the disaster was caused by the incompetence and recklessness of the notorman and the failure of company officials to provide a competent motor-man. I found no fault with the road

Mr. Lewis said he was making a special investigation of the use of old

SMASHED CHISEL FOUND MOTORMAN EXPERIENCED. B. R. T. PRESIDENT ASSERTS; TO TRAIN WRECKER THEORY DERAILMENT THE CAUSE

Col. Williams in Statement Declares Driver of Train Had Done Similar Work Before.

Col. Timothy S. Williams, Presiden of the B. R. T., this afternoon issued the following statement:

"It has been impossible as yet

for our office to excertain the cause of the acciden , except that it was due to a dirailment, because they have thus far been excluded from the investigation on the ground and from communication with most of the train crew. "So far as your specific inquiry

relates to the qualifications of the motorman (it is not indicated who made the inquiry), my information is that Lewis was appointed a guard in December, 1914; was made a train despatcher last January and early in September last qualified as a motor switchman. A motor switchman is a motorman who is generally used in the yards, but who is qualified to make trips on the main lines and who from time to time makes extra to pa on the main lines.

"When I say that he was qualified as a motor switchman I mean he had had the necessary instruction in the operation of trains and had gone through the preliminary experience of running trains, not only on the Brighton Line, but on the Culver and Bay Ridge Lines."

President Williams denied that company officials had sought to "spirit away" the motorman

Yellow Fever Epidemic in Guate

colored business men in Harlem are SAN SALVADOR, Republic of Salva It is the first opportunity New dor, Nov. 2.—Delegates from Guatemali York negroes have had of honoring to the convention of the Central Ameri one of their own heroes from over-one as. Both Roberts and Johnson were cited for bravery and received the cited for bravery and received the Cruix de Guerre. seas. Both Roberts and Johnson were cited for bravery and received the

AT SCENE OF CRUSH LEADS

Public Service Inspector Picks Up Tool Which Appears to Have Been Run Over by Car.

Secretary Walker of the Public Service Commission told District Attorney Lewis of Brooklyn to-day that sider that the above offer is made between 10 and 11 P. M. last night cold chisel seven and a half inches long and an inch in diameter, with Yours truly, its head flattened as if it had been run over by a train, was found by a Public Service Commission inspector at the scene of the B. R. T. disaster. The chisel was lying alongside the

rail at the point where the train jumped the track, acording to the inspector's story. The Public Service Commission be lieves the finding of the chisel should be thoroughly investigated on the

theory that the tool might have been deliberately placed upon the track. District Attorney Lewis requested that the inspector furnish more details. When the chisel was found firemen

police and other rescuers had been working about the wreck several hours. It is not unlikely that one of them dropped the tool. Admitting this, its flattened condition still would have to be explained. Secretary Walker said the Public Ser-

vice Commission doesn't atach any par-ticular significance to the find.

U BOATS CONCENTRATING AT BASES, LONDON HEARS

German Submarines Declared to Be Rushing to Their Home Stations.

LONDON, Nov. 2 .- The German submarines are concentrating at their bases, according to information re-

DAZED MOTORMAN | MOTORMAN AND CONDUCTOR OF WRECKED B. R. T. TRAIN ON DID NOT WANT TO WHICH SCORES LOST LIVES



THE SOVIET GOVERNMENT

Trotzky, Denouncing Cowardice, Threatens to Court Martial Unit

Showing Signs of Panic. STOCKHOLM, Nov. 2 .- A plot against

the Soviet Government has been discovered among the sailors of the flotilla on the River Volga, according to reports from Petrograd. Col. Timothy S. Williams, President

Russian War Minister Trotzky, in an wooden cars and would make a state- of the B. R. T., this afternoon sent order of the day to the Army, denounces ment on that phase of the matter the following letter to Edward the cowardics and flight of several trade. Riegelmann, Borough President of ingunits. He threatens to court martial env unit showing the least sign of panie "My Dear Mr. Riegelmann-I am in the future.

DIED.

KANE Suddenly, on Nov. 1, 1818. ROBERT J., beloved husband of Isabel Martin and eldpet son of Joseph Kane. Funeral from residence of his sister Margaret T. Kane. 662 Kent Street. Monday. Nov. 4, 1918, at 9.30, to Church of St. Saviour. 8th Avenus and 6th Street, where a requiem mass will be offered for the repose of his soul. Interment Holy Cross Cometery.

RELIGIOUS NOTICES. First Presbyterian Church

in the City of New York Founded 1716 Old First, University Place, Madison Square Foundation

Fifth Avenue, 11th to 12% Street OPENING SERVICES 11 A. M. The following Ministers will officiates

Bird S. Coler, Commissioner of The Rev.Dr. Charles H. Parkhurst cratic campaign parade which was scheduled for Brooklyn to-night has been called off because of the disaster. Mr. Coler was busy all night summoning doctors nurses, ambulances, supervising the extrication of the dead and injured.

The Rev. Dr. George Alexander The Rev. Dr. Howard Duffield 8 P. M.

THE ORATORIO OF ELIZAH

will be sung by the Choir under the direction of Dr. William C. Carl

ADVANCE ANNOUNCEMENT

Christian Believers Are Invited to Pray for

PROPHETIC BIBLE CONFERENCE

CARNEGIE HALL November 25, 26, 27 and 28

(Thanksgiving Week)

SPEAKERS: Drs. Mark A. Matthews, R. A. Torrey, James M. Gray, W. H. Griffith Thomas, A. C. Gaebelein, David J. Burrell, Ford C. Ottman, J. Wilbur Chapman, John Carson, I. M. Haldeman and others.

BIG CHOIR under leadership of CHARLES M. ALEXANDER.

For PROGRAMS address Dr. George H. Dowkontt. 113 Fulton Street, City.